



PUBLIC INFORMATION OPEN HOUSE MEETING
Grand Island City Hall, 100 East 1st Street, Grand Island, Nebraska
Tuesday, April 12, 2016; 4:00 - 6:00 PM

S-30-4(1046); C.N. 41704
Jct. US-281 West, Grand Island

LOCATION: The proposed project would involve the realignment and expansion of U.S. Highway 30 (US-30) located in Hall County. The project would begin along US-30, approximately 1.16 miles west of Grand Island's west corporate limits at mile marker (MM) 308.84, and run on new alignment for approximately 3.71 miles, connecting back to US-30 at MM 312.55, just west of the Claude Road intersection. The adjacent roadways would be impacted by the proposed US-30 alignment. Construction would begin and/or end approximately 200 feet ahead of or beyond the actual project limits to accommodate transitions.

PURPOSE AND NEED: The purpose of the proposed project is to preserve the transportation asset, improve the reliability of the transportation system, and perpetuate the mobility of the traveling public. The need for this project is to increase roadway dimensions to handle increased capacity, to meet roadway standards at intersections for unacceptable skews, and to alleviate the proximity between US-30 and the rail line.

SCOPE OF WORK: Proposed improvements on this project would include constructing a 4-lane expressway with a 40-foot depressed median in the rural portion of the project (West of the Monitor Road intersection to Engleman Road) and a 30-foot raised median in the urban portion (Engleman Road to Claude Road). Additional work would include the realignment of North Road and Stolley Park Road to line up perpendicular to the proposed US-30 alignment. A portion of Monitor Road would be closed and relocated to accommodate the proposed US-30 alignment.

TRAFFIC VOLUMES:

	US-30	MM 308.84 – MM 312.55
Year	2019	2039
Vehicles Per Day (ADT)	9,720	11,560
Design Hourly Volume (DHV)	970	1,160
% Heavy Trucks	9%	9%

CONSTRUCTION SCHEDULE: Construction is scheduled to take two years and is tentatively scheduled to begin in spring of 2020 with completion in late 2021.

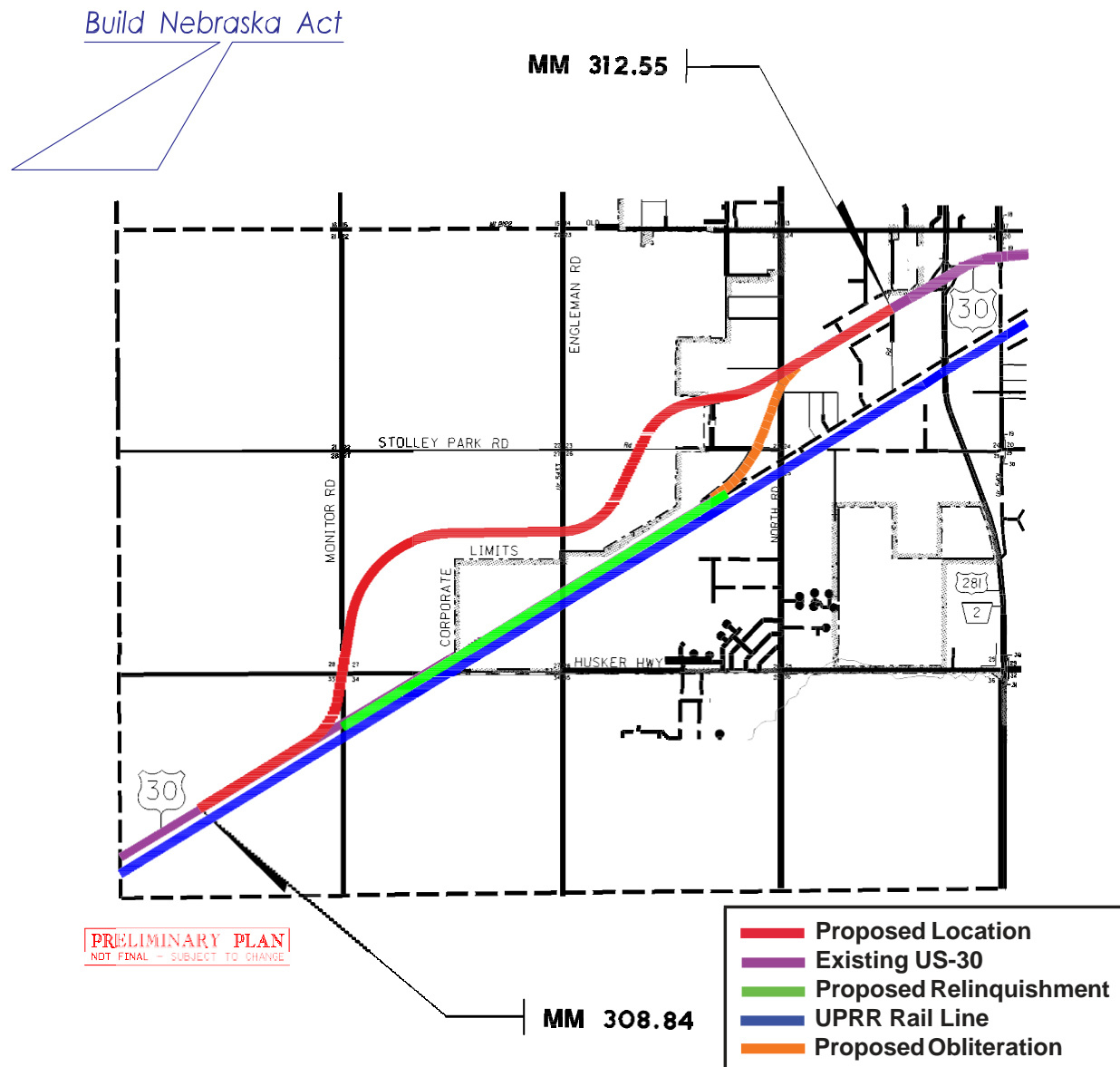
ACCOMMODATION OF TRAFFIC: The project would be constructed in two phases, over a two-year construction schedule. Phase one would include the construction of the proposed US-30 eastbound and westbound lanes and the new alignment of Monitor Road, Stolley Park Road, and North Road. New intersections would be constructed at Husker Highway, Engleman Road, Stolley Park Road, North Road, and Johnstown Road. Due to the proximity of Claude Road to the U.S. Highway 281 ramps, a median would be constructed, not allowing any left turn movement at that intersection. The proposed construction would require temporary closures of Husker Highway, Engleman Road, Stolley Park Road, and North Road, and would require detouring local traffic to adjacent county roads with approved temporary traffic control. No more than one of these roads would be closed at any given time during construction. A portion of Monitor Road would be closed and relocated. Monitor Road access to new US-30 from the north would be through Husker Highway. Monitor Road traffic south of the new US-30 alignment would utilize existing US-30 and Husker Highway to access the new roadway.

The second phase would include the construction of crossovers on the east and west ends of the proposed alignment. The function of the existing US-30 alignment would change to a local road for access. The old US-30 would be obliterated from the intersection of West Old Highway 30 (MM 311.46) to the North Road intersection (MM 312.20). Existing US-30 traffic would be maintained through the duration of construction with temporary lane closures controlled with approved temporary traffic control.

RIGHT-OF-WAY: The proposed project would require the acquisition of additional property rights for construction throughout the project area, including new right-of-way, temporary easements, permanent easements, and control of access. Multiple commercial and residential relocations are anticipated and would be decided at a later date. Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements.

POTENTIAL IMPACTS: Impacts to wetlands are anticipated and would be mitigated offsite at the Mormon Island wetlands bank. Potential impacts to historic properties would be evaluated at a later date.

ESTIMATED COST: The estimated cost of the proposed project is approximately \$25 million. Funding for the project would derive from state and local funding sources, including Build Nebraska Act and City of Grand Island funds.



Send comments to:

NDOR Public Involvement

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